

S E C R E T

IN 10467

TOR 06/0512Z MAR 66 CBM

25X1A

S E C R E T 051750Z

25X1A
25X1A

[] INFO [] CITE []

25X1A

[] RYBAT []

25X1A

FOR [] AND [] FROM GENERAL LEDFORD

25X1A

25X1A

25X1A

1. PURPOSE THIS MESSAGE TO RECAP INFO PERTINENT TO LOSS OF
ARTICLE 342 AND PROVIDE GUIDANCE FOR EXPLANATION OF CONTINUED
STANDDOWN TO APPROPRIATE []

2. PRIMARY PURPOSE OF MISSION WAS AIR REFUELING PRACTICE WITH
KC-135. ALL HOOKUPS WERE DRY AND LAST HOOK UP WAS PRACTICE
EMERGENCY BREAKAWAY. RECEIVER PILOT ANNOUNCED BREAKAWAY,
THEN MOVED BACK AND DOWN FROM TANKER. RECEIVER THEN
MOVED TO THE RIGHT AND FORWARD AND MAINTAINED A POSITION
SLIGHTLY ABOVE, APPROX 200 FT TO THE RIGHT AND FORWARD OF
THE TANKER WING. RECEIVER DEPARTED THIS POSITION BY A NORMAL
PULL-UP FOLLOWED BY A TURN TO THE RIGHT. ALMOST
IMMEDIATELY AFTER INITIATING THE TURN THE TANKER COPILOT
AND NAVIGATOR OBSERVED THE U-2 BEGINNING TO BREAK
APART.

3. PILOT STATES HIS FIRST SENSATION OF TROUBLE WAS A
SLIGHT SHUDDER OF THE AIRCRAFT. HE THEN OBSERVED A WING WAS

PAGE ONE OF ~~THREE~~

FIVE

IN 10467

S E C R E T

S E C R E T

IN 10467

25X1A CITE

MISSING, BUT HE IS NOT COMPLETELY CERTAIN WHICH ONE. HE CHECKED THE YOKE FOR ELEVATOR CONTROL AND BELIEVES THAT THE TAIL WAS STILL ON THE AIRCRAFT AT THAT TIME. HE ATTEMPTED A RADIO TRANSMISSION, BUT HAD NO SIDETONE AND APPARENTLY DDD NOT TRANSMIT.

4. PILOT STATES EJECTION WAS PERFECTLY NORMAL. HE HAD NO DIFFICULTY IN ASSUMING THE PROPER POSITION AND IN LOCATING THE "D" RING. HE ADDED, HOWEVER, THAT THE ONE SECOND DELAY BETWEEN CANOPY EJECTION AND SEAT EJECTION SEEMED LIKE AN AWFULLY LONG TIME. HE SEPARATED FROM THE SEAT WITHOUT ANY CONSCIOUS EFFORT ON HIS PART. BECAUSE OF AN UNDERCAST, HE MANUALLY DEPLOYED THE PARACHUTE AND, PRIOR TO ENTERING THE CLOUDS, RELEASED HIS SEAT KIT. LANDING WAS ALSO UNEVENTFUL. HE HAS A BRUISED FINGER AND SMALL CUTS ON HIS RIGHT LEG WHICH HE BELIEVES OCCURRED PRIOR TO LEAVING THE AIRCRAFT. HE NOW HAS A SEVERE CASE OF THE MUMPS, BUT APPARENTLY THIS NOT RELATED TO THE ACCIDENT.

5. FOLLOWING ITEMS ARE CONSIDERED SIGNIFICANT:

A. IN SPITE OF THE CONDITION OF THE AIRCRAFT, THE PILOT WAS ABLE TO EJECT WITHOUT DIFFICULTY.

B. ENGINE HAS BEEN RECOVERED AND RETURNED FOR INVESTIGATION. AERIAL SEARCH HAS LOCATED A WING OF THE AIRCRAFT, AND PHOTOGRAPHS WITH A HAND HELD CAMERA PROVIDE ALMOST POSITIVE

IN 10467

S E C R E T

S E C R E T

IN 10467

TOR 060512Z MAR 66 CBM

25X1A

CITE

EVIDENCE THAT IT IS THE RIGHT WING. THIS DESPITE THE STATEMENT OF THE TANKER CO-PILOT AND NAVIGATOR THAT THE LARGEST PIECES THEY SAW FALLING WERE THE ENGINE AND A WING, AND THEY ARE CONVINCED THEY SAW THE LEFT WING LEAVE THE AIRCRAFT. IT IS POSSIBLE THEREFORE THAT THE RIGHT WING BROKE AWAY FIRST, UNOBSERVED BY THE TANKER CREW, AND THAT BOTH WINGS WILL EVENTUALLY BE LOCATED ON THE GROUND.

C. TANKER CO-PILOT AND NAVIGATOR DID NOT SEE THE PILOT EJECT FROM THE AIRCRAFT. HOWEVER, HE WAS OBSERVED, STILL IN THE SEAT, BY THE BOOM OPERATOR.

D. THE ENTIRE INCIDENT, FROM BEGINNING TO END, PROBABLY LASTED A FEW SECONDS AND IT IS APPARENT THAT NOT EVERY THING THAT OCCURRED WAS OBSERVED BY THE TANKER CREW. IT SHOULD BE NOTED ALSO THAT THE U-2 PILOT, ALTHOUGH CONSCIOUS THROUGHOUT THE INCIDENT, IS NOT CERTAIN WHAT HAPPENED.

E. A JET STREAM WAS FORECAST TO BE IN THE AREA AT 28,000 FT. BOTH THE TANKER CREW AND THE RECEIVER PILOT REPORTED NO TURBULENCE BUT WE CANNOT COMPLETELY DISREGARD THE POSSIBILITY THAT THE JET STREAM WAS A FACTOR.

F. THIS IS THE FIRST ACCIDENT IN WHICH THE PILOT SURVIVED, THERE WERE EYE WITNESSES AND WE CAN EXPECT TO RECOVER THE MAJOR PORTION OF THE WRECKAGE WHEN WEATHER IN THE AREA OF IMPACT

S E C R E T

IN 104⁶87

25X1A

CITE

IMPROVES, THE GROUND AND AIR SEARCH WILL BE CONTINUED AND WRECKAGE WILL BE RETURNED TO LAC FOR INVESTIGATION.

METALLURGISTS AND AERODYNAMICISTS SHOULD BE ABLE TO TELL WHAT FAILED FIRST AND WHY IT FAILED.

6. ALTHOUGH THERE MAY BE NO CONNECTION BETWEEN THE LOSS OF ARTICLE 342 AND OUR OTHER LOSSES, IT WOULD APPEAR PRUDENT TO CONTINUE THE STANDDOWN UNTIL THE INVESTIGATION AND CORRECTIVE ACTION, IF ANY, ARE COMPLETED. IN THE MEANTIME, WE PREFER NOT TO SPECULATE AS TO THE CAUSE OF THE ACCIDENT.

25X1A

7. IN DISCUSSING THE ACCIDENT WITH AND, IF APPROPRIATE, 25X1A

, YOU SHOULD TELL THEM THE TRUTH BUT OMIT ALL THE DETAILS YOU ARE PROVIDED IN DAILY TRAFFIC. IN SUMMARY: THE ACFT ACCIDENT OCCURRED IN CONJUNCTION WITH AN INFLIGHT REFUELING TRAINING MISSION. AT THIS TIME WE HAVE NOTHING TO INDICATE THAT EITHER THE REFUELING OR THE WING WASH/JET WASH FROM THE TANKER CONTRIBUTED TO THE STRUCTURAL FAILURE. HOWEVER, WE FEEL THAT RECOVERY OF THE ACFT AND ANALYSIS OF THE FAILURE BY ENGINEERS AND METALLURGISTS WILL BE REQUIRED TO DETERMINE CAUSE. YOU SHOULD ALSO KEEP THEM INFORMED OF THE DIFFICULTIES

25X1A

IS ENCOUNTERING IN THE SEARCH AND RECOVERY OF ACFT COMPONENTS BECAUSE OF WEATHER AND TERRAIN.

PAGE FOUR OF *FIVE*

IN 01467

S E C R E T

S E C R E T

IN 10467

25X1A

CITE

8. AS OF YESTERDAY WE HAVE AUTHORITY TO RESUME OPERATIONAL MISSIONS. THIS PRESENTS A NICE DILEMMA. HOWEVER, IN ORDER TO GET OPERATIONAL AS SOON AS POSSIBLE WE ARE ESTABLISHING A SPECIAL ONE-TIME STRUCTURAL INSPECTION PROCEDURE AND LOCKHEED WILL DISPATCH INSTRUCTIONS AND/OR AN INSPECTION TEAM TO IN ORDER TO GET BACK IN THE AIR AS SOON AS POSSIBLE IN THE EVENT THAT THE ANALYSIS OF THE WRECKAGE PROVIDES NO DEFINITE CAUSE.

25X1A

END OF MSG

PAGE FIVE OF FIVE

IN 10467

S E C R E T